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- (4) Two junction curves before the Wustermark Vbf station connecting with the Stendal line, as well as extending the new stretch into the Wustermark near Wur station and a junction with the Wildpark line.
- (5) In the interests of safety and smooth flow of traffic the junction curves should be at least 1,000 meters long so that a train may be parked on them when necessary. For this purpose a safety switch with a block track must be included.

#### b. Railroad stations and stops

- (1) One station near Schenewald between the Berlin-Neuruppin and Berlin-Neustadt lines with two 750-meter long tracks for use as passing tracks.
- (2) Three temporary platforms at the junction with the Hennigsdorf-Velten line for commuting workers.

#### c. Expansion of railroad stations

- (1) Hennigsdorf railroad station must be enlarged to be able to take care of larger freight shipments in the future. This requires the reconstruction of tracks 2 and 4 for use by S-Bahn trains and trains drawn by steam engine; the reconstruction of track 5 for use as a main through track; and the reconstruction of track 10 for use as a parking siding for freight trains and tracks 16 and 19 for use as train make-up sidings.
- (2) Velten railroad station is not capable of handling future traffic, therefore the following is required: connecting the Legebruch-Velten line with tracks 1 and 30 and the rebuilding of the northern terminus.
- (3) Because of the extension of the newly constructed section into the Wustermark railroad station, tracks 44, 161, and 91 will be used as entrance tracks and tracks 15, 16, 17, and 18 as parking sidings. A track must be built in the direction of Dallgow in order to enable trains to get from the parking sidings to the switching hump. In addition, a track connecting tracks 44 and 46 must be built.

#### d. Reconstruction of a line

The second track of the Hennigsdorf-Velten section (five kilometers long) must be relaid because of the present bottleneck.

#### e. Safety installations

Only the first construction stages of the safety installations have been planned for the junction curves and the station to be constructed near Schenewald. Track switch panels (Gleisbildstellwerk) are planned for the four crossings as the final arrangement. In the meantime, "Schlueselwerke" are to be built in the following places:

- (1) Northern connecting curve on the newly constructed line near Birkenwerder. This track must connect with the Birkenwerder railroad station in order to avoid an additional "Schlueselwerk".
- (2) Four "Schlueselwerke" at the crossing at the Velten-Hennigsdorf line
- (3) Two "Schlueselwerke" at the station to be constructed near Schenewalde
- (4) Four "Schlueselwerke" at the crossing of the Finkenbergl-Brieselang line
- (5) Two "Schlueselwerke" on the curves before Wustermark.

#### f. Telephone installations - Clocks

- (1) The following equipment is required:

25 kilometers of 46-pair telephone cable  
 17 kilometers of 28-pair station cable (including terminals)  
 20 Morse senders  
 7 sounders  
 15 6-volt batteries  
 15 track levelers  
 30 "ORB" (sic) telephones  
 25 telephone booths  
 2 Approved For Release 2001/08/22 : CIA-RDP80-00810A000500240001-9  
 15 electric one-face inside clocks

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- g. The newly-constructed stretch is to withstand an axle pressure of 20 tons, a section load (Streckenbelastung) of 1,500 tons, and speeds of 100 kilometers an hour.

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1. [REDACTED] Comment: Possibly a group composed of personnel from Abteilung Bahn-Anlagen (Anl.) and Abteilung Bau (Ba).

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2. [REDACTED] Comment: Probably an abbreviation for Verschiebebahnhof = shunting yard.

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